

each kept a record of the money won and lost: there was no trouble or bother or noisy altercation, just as if it were a quiet game of billiards. Money changed hands, but one is quite at liberty to back one's fancy, providing one will not overdo it. Forty-two dollars changed hands over one fight, not without some excitement. But to return, just as we entered the room preliminary arrangements for a set-to, and out on the verandah deep and earnest consultations were being held; had they been actual counsels of war the gravity and the all-absorbing interest manifested by those engaged in watching the wily crickets could not have been greater. The respective owners, in view of a tussle, compare their chosen champions most carefully from stem to stern, their weight, their build, and examine every conceivable point so that one may not have the advantage of the other. When a pair have been selected each is handed over to the charge of a master of ceremonies, the dress of which individual "old custom" demands shall be a pair of spectacles and the lower half of a suit of pyjamas. These gentlemen cannot accurately be said to belong to the ancient honourable order of bottle holders, but rather proceed to knock off what little hair there is on a cricket's back, and as with human beings so it is with crickets, when their hair is off and their backs are up they simply spoil for a fight. The covers are then removed and at it they go. The concern of the crowd in the battle is of course proportionate to the amount of "ool" at stake, but they all push and hustle round the tub. The change that personal interest works in any object is really wonderful, for whilst preparations were being made for the second battle which took place we looked on the two combatants with eyes of indifference, caring not a jot who won, and not even knowing whether from which. However, an acquaintance standing by, who professed that he knew all about the science of the game, pointed out the one upon whose victory he was prepared to wager his soul. There is contagion in this, so we forthwith plunked down a full weight Mexican on the one tipster's finger, while he also supplemented his advice to the extent of fifty cents—a bold thing for him to do. However, once we had the shakedown on our man we began to look upon him in a different light; he was far better looking than his rival, had longer and better legs, and claws that only a fighting cricket in fact in all outward appearances he had no equal, and in a plying sort of way we contrasted his points with those of his antagonist—all at the latter's expense, of course.

The covers being at last removed the fight began, and with a swish and a chirp they were at each other's throats like thorough-bred bulldogs, tugging and chawing as if the battle had been of their own making. First blood was scored by our favorite, that is, at least, if tossing his rival heels ever head he can be called so. Round and was also ours, while round 3 was a draw, but No. 2 was undoubtedly in the rival's favor, and with dismay we noticed that our chosen one hardly justified the lofty expectations we had formed of him. That he was a scientific fighter he left no room to doubt, and that he was also a poltroon he demonstrated with equal clearness later on. While victory seemed to smile on him he shaped well, but with the fifth round, which he lost, he also lost self-respect, everything, indeed, excepting his wonderful dash of speed which he used to good advantage whenever he found things getting a trifle warm for him. Right fairly he would not, for he had evidently heard that

He who fights and runs away
May live to fight another day.

However we lost our chuck, and gained what consolation we could from the quiet observation of a critical under which was to the effect that the defeated one was a noble specimen of a fighter, but "his heart no longer plumped." True, thought we, but crickets are not the only creatures who have failed to fulfil the high expectations formed of them by lacking this one essential.

That any fight is better than no fight every man with British blood is bound to admit, and that is about all we can conscientiously say for cricket fighting. What constitute the points of a boss fighter is still to us a mystery as deep as it is solemn, but in a rather lean to the opinion of the Great Captain, that as providence was once on the side of the big battalions it is even so to-day on the side of the big crickets.

LATE TELEGRAMS.

LONDON, July 28th.
The second reading of the India Councils Bill has been fixed for Thursday next. Mr. Gladstone has informed Mr. Smith that he intends taking part in the debate upon it. Lord Cross has expressed his anxiety that the Bill should pass this year.

At a meeting of the Manchester Chamber of Commerce to-day, the President referred to the rise in the price of silver, and said he believed that Africa would soon require a quantity of money to replace beads, &c., now used in bartering.

Advices from Buenos Ayres, dated yesterday evening, state that desperate fighting had taken place in the streets, and that one day's truce has been agreed to by the belligerents.

CONSTANTINOPLE, July 28th.
A demonstration was made yesterday by the Armenians before the Cathedral here against the Patriarch, who was beaten by the mob and fled home; revolvers were fired at the troops who were called out to restore order. Four soldiers and three Armenians were wounded in the conflict that took place, and a number of them were wounded.

BOMBAY, July 28th.
The Sultan of Zanzibar visited Admiral Freeman on board the flagship *Bedford* on Saturday last.

Bombay will establish a temporary home for lepers until a permanent institution is provided. A private in the Scots Guards has committed suicide, alleging in a letter that harsh treatment by his officers was the cause. The public demand an enquiry, which demand is endorsed by the officers, who repudiate the allegation.

Sir Lethian Nicholson has been appointed Colonel Commandant of Royal Engineers.

July 29th.
The cause of the mobbing of the Armenian Patriarch at Stamboul was for alleged cringing to the Porte. The troops dispersed the crowd, killing and wounding a score or more of them.

A Central News telegram says that the Sultan of Zanzibar suspects his elder brother of plotting to bring about his dethronement. The guards in the palace have consequently been strengthened.

LONDON, July 29th.
A meeting has taken place of British Indians from Zanzibar at which Mr. W. H. Smith presided. Those present subscribed largely to the foundation of an undenominational school at Zanzibar for their children, and it was announced that the Sultan had promised a site for the building.

A portion of the dock labourers at work at the Tilbury Docks have struck work, owing to a dispute regarding contract work. The Union will probably call out the remainder to-day.

The Welsh colliers and the dock labourers have resumed work pending the settlement of their grievances.

The latest advices from Buenos Ayres state that the Government troops have been largely reinforced, and the armistice has been prolonged as the foreign ministers are mediating. The revolution is directed principally against President Celman and his corrupt practices. The insurgents demand his resignation. They are entrenched with artillery in a retired quarter. The supporters of the President are fortifying the Plaza Mayor, facing Government House.

PARIS, July 29th.
The *Temps* states that a settlement has been effected at Buenos Ayres. M. Celman has resigned, and M. Pellegrini has been appointed President in his place. Quiet has now been restored at Buenos Ayres.

LONDON, July 30th.
The latest advices from Buenos Ayres state that firing continued yesterday until the rebels had exhausted their cartridges. An official despatch says the insurgents have yielded and the rebellion is suppressed.

A general amnesty has been proclaimed in the Argentine Republic.

In the race for the Goodwood Stakes, Papyrus was first, Silver Spur second, and Brackley third.

ST. PETERSBURG, July 30th.
An Imperial Ukase has been issued expelling all Jews from the country districts, and ordering them to live in Ghettos in the towns; they are also excluded from all liberal callings. It is estimated that a million of people will be driven from their homes by this order.

LONDON, July 31st.
The result of the Goodwood Cup is:—Philomet first, Golden Maze second, and Crimea third.

Lord Cross yesterday received a deputation from the Anti-Opium Trade Society, and promised to lay the facts before the Indian Government.

General Baker Russell commands the Cavalry during the manoeuvres at Aldershot in September.

The American customs authorities in Alaska have seized the British sealer *White*, and the British sealer *Arctik* has been boarded by an American cutter and warned to leave Behring Sea.

THE ACCIDENT TO CAPTAIN PATERSON.

The Malacca correspondent of the *Singapore Free Press* writes that Dr. Hoard returned from Kuala Pilah on Wednesday evening, (18th inst.) and tells the following account of the accident to Capt. Paterson, of the 91st Highlanders. He and Lieut. Sutherland, of the same regiment, were in Gemehchi, on the morning of the 17th, and were about to start on a journey towards him, fired, and missed him with the first barrel, but hit him with the second, though not mortally. Capt. Paterson then sprang behind a tree, but the elephant caught him with his trunk round the temples, twisted him round and threw him, although Capt. Paterson hit the animal on the head with his clubbed rifle. Whilst down, the elephant gored him through the thigh, the tusk fortunately going on the outside of the leg, thus missing the femoral artery. The animal then strove to knock Capt. Paterson to death with its knees, but he clung pluckily to the animal's trunk, and the elephant could not free himself. The struggle must have been fearful, as Capt. Paterson says he can well remember the animal's knees being pressed against his body, as it tried to push him off its trunk with them. The coolies attached to the party then came up shouting, and the elephant suddenly threw Capt. Paterson away, and bolted. This took place about noon on the 17th, and it was not until the 28th that Capt. Paterson could be moved. As they had no water fit to drink, Lieut. Sutherland sat by the wounded man all night sucking the dew from the leaves into his mouth, as his thirst was naturally very great. The next day the sufferer was moved six miles through the jungle to a house; and then down the Gemehchi River to Jempul, at Kuala Jempul Dr. Hoard met them, and brought Capt. Paterson to Kuala Pilah, where he left him. Dr. Hoard is of opinion that, although the muscles of the thigh are dreadfully bruised and twisted, yet there is no reason why Capt. Paterson should not recover. The way in which Capt. Paterson kept his presence of mind, and the plucky manner in which he held on to the animal's trunk seem wonderful, and it is entirely to his action in a fearful emergency that he owes his life—had he let go his hold of the trunk, he would probably have been crushed in a jelly in accordance with the usual method of an elephant in such a case.

That although in such a terrible situation when the animal gored he could not help feeling, as the tusk passed on the outside of his leg, "Thank God, the brute has missed the femoral artery!"

The same writer wired on the 7th inst. that Dr. Hoard, who had returned to Malacca from Gemehchi, stated that Capt. Paterson was doing well.

THE BREAKAGE OF THE AUSTRALIAN CABLES.

The *Singapore Free Press* of the 8th inst. says:—The E. E. & C. Telegraph Company's steamer *Shard Osborn* returned this morning after having successfully re-connected the submarine cables, two from Banjowangie to Port Darwin, and one to Roebuck Bay, broken by the volcanic disturbances on July 15. The operations have revealed an unusually violent change in the configuration of the ocean bed, which can be best described by following the course of the soundings and grapplings.

The first business was to find the exact spot where each line was broken. Going from Banjowangie, feeling the way along, it was found that where the bottom used to be fairly level or gently undulating, sounding according to the Admiralty charts from 400 gradually increasing to 700 or 800 fathoms, there is now a sudden drop to 600 and 1,000 fathoms, the ground being very broken and irregular along the line of the break. The first cable operated upon was the north-eastern one, laid down in 1880, from Banjowangie to Port Darwin, and known as the "No. 2 Cable." This was found to be entire up to 30 knots out from Banjowangie, just about the region of the sudden subsidence. From this point nothing but fragments, averaging about half a mile in length, could be found, until having gone a further 29 knots, they were able to connect with Australia. The 29 knots of new cable having been put down, communication was restored between Australia and the western world, on July 20th. The broken pieces recovered only made a total length of about 15 knots, the rest being irrecoverable and most probably buried by a fall of cliff along the edge of the sunken area, immediately after the general subsidence.

Having completed the first part of the operations the *Shard Osborn* steamed slowly to the south-west to grapple for the Cable No. 1, or, as it is called, the "Darwin Cable," laid down in 1871. Here the grappling hooks snapped on the sharp edge of a submarine precipice. The depth to

the top agreed with the old soundings—400 fathoms—but there was a sheer dip to 740 and 800 fathoms. This "wall" was found to lie about N.E. & S.S.W., obliquely across the cable, which was N.E. & S.W. For some time the grappling was very difficult and barren of results, as from the exceedingly irregular and broken state of the bottom it was evident that a fall of cliff had taken place at an angle with the cable, of which portions at a distance of about 15 knots, communication was established with Port Darwin, and new cable laid. Up to 45 knots out from Banjowangie the sea bed was undisturbed, and at 45 knots out the first break in the cable occurred. Nearly 14 knots of old cable were recovered here. The weight of rock that must have fallen on the lines, while they were hanging over the edge, may be gathered from the fact that they could not ordinarily be broken by a strain of ten tons. Passing on to the third and last cable, the line laid last year, the wall was found to continue steep and jagged past this one, showing at 47 knots from Java a fall from 458 (old depth) to 700 fathoms. Evidently the edge of the cliff lies close along the line of No. 3 Cable, for again at 59 knots out there was a huge chasm, 1,165 fathoms deep, where formerly it was hardly 700, the nearest sounding on the undisturbed bed being about 650 fathoms. Of the 124 knots laid and relaid, pieces amounting to only 10 knots were recovered. The total cable buried or shattered therefore is 55 knots, of which 37 or 38 knots were got back, the remaining 18 being lost altogether.

Fortunately the *Shard Osborn* had fine weather all the time, and the tedious operations were conducted without a break. Great credit is due to Captain Fawcus, and the electrical engineers with him, for the prompt and efficient performance of so important a work. They bring back with them a few specimens of fine sand from the bottom, which seem to be the same as that generally found about Ball Strait. It will be interesting to find out, but is not expected to afford any clue as to the nature of the disturbance. Of the rock, of course the sounding instrument could get nothing. The broken ends of the cable are also brought back and sent home, at the special request of the management; they are very clean cut, and testify to the immense force, whatever it was, that snapped them.

On the return a volcano in Java named Rawong was seen to be active, eruptions, columns of smoke pouring from the crater. As jelly in accordance with the usual method of an elephant in such a case.

CHINA COAST METEOROLOGICAL REGISTER.

17th August, 1890.—At 4 p.m.

18th August, 1890.—At 10 a.m.

19th August, 1890.—At 10 a.m.

20th August, 1890.—At 10 a.m.

21st August, 1890.—At 10 a.m.

22nd August, 1890.—At 10 a.m.

23rd August, 1890.—At 10 a.m.

Intimations.

EMPIRE PALE ALE. **EMPIRE XX STOUT.**

JUST TO HAND, A FULL STOCK OF THE ABOVE, IN SPLENDID CONDITION. THIS justly favorite Beer is rapidly superseding all English and German Beers in China, Japan, and the Straits Settlements, owing to its absolute purity and the entire absence of Chemicals.

VIDE ANALYST'S REPORT.
EMPIRE EXTRA XX STOUT.
As supplied to the Hospitals and Infirmarys. Strongly recommended by the Faculty for its strengthening properties and adaptability for hot climates.

IN BOTTLES AND CASKS.

EMPIRE PALE ALE	Pints	per dozen	\$ 1.50
Quarts	per dozen	2.50	
9-Gall. Cask	per cask	6.00	
18-Gall. Cask	per cask	10.00	
DOUBLE XX STOUT	Pints	per dozen	1.60
Quarts	per dozen	2.60	
9-Gall. Cask	per cask	6.50	
18-Gall. Cask	per cask	12.00	

HONGKONG TRADING CO., LTD.
(Late THE HALL & HOLTZ C. Co., Ltd.)
Hongkong, 29th July, 1890.

MARINE HOTEL
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks out the Harbour. The TABLE D'HOTE will be supplied with the best and most delicious food. THE BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN BRANDS only will be supplied. WINES and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.
Hongkong, 11th August, 1890.

HONGKONG TEMPERATURE.
(From Messrs. Geo. Falconer & Co.'s Register.)

Barometer	Thermometer	Wind	Clouds	State of Sky
30.0	78.0	S.W.	1/4	B.
30.1	79.0	S.W.	1/4	B.
30.2	80.0	S.W.	1/4	B.
30.3	81.0	S.W.	1/4	B.
30.4	82.0	S.W.	1/4	B.
30.5	83.0	S.W.	1/4	B.
30.6	84.0	S.W.	1/4	B.
30.7	85.0	S.W.	1/4	B.
30.8	86.0	S.W.	1/4	B.
30.9	87.0	S.W.	1/4	B.
31.0	88.0	S.W.	1/4	B.

To-day's Advertisements.

THE GREATEST NOVELTY TRAVELLING IN THE EAST.

KLAER AND OLMAN'S CIRCUS
AND
TROUPE OF PERFORMING ANIMALS, BOWRINGTON.

LAST FEW DAYS.
POSITIVELY LAST WEEK.

THIS EVENING.
Doors open at 8; Commence at 9 o'clock.
Weather Permitting.

PRICES OF ADMISSION:
Dress Circle (Chairs) \$1.00
2nd and 3rd Class (Carpets Seats) 0.50
3rd Class 0.25
Soldiers and Sailors, in Uniform, and Children under 12 years of age, half price to 1st and 2nd Classes only.

J. OLMAN, Business Manager.
Hongkong, 18th August, 1890.

THEATRE ROYAL
CITY HALL, HONGKONG.

FRIDAY,
the 22nd August, 1890.

Complimentary Benefit Tendered to
MR. STANLEY SETON,
BY
HONGKONG AMATEURS.
Under the Patronage and in the Presence of
His Excellency FRANCIS FLEMING, C.M.G.,
Acting Governor.

Box-Plan at Messrs. KELLY & WALSH, LD., Queen's Road.

THE SHAMFEN HOTEL AND LAND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company, held THIS DAY, a FINAL CALL OF FIVE DOLLARS per Share, was made upon all the Members, and that the same is payable to the undersigned, at the Registered Office of the Company, 3, Beaconsfield Arcade, on or before THURSDAY, the 21st day of August next.

It is further notified that all shares not fully paid up on the 21st day of August shall in accordance with the Company's Articles of Association be forfeited and legal proceedings taken to enforce payment of all calls, instalments, interest, and expenses, owing upon or in respect of such shares at the time of the forfeiture.

By Order of the Board of Directors,
J. A. BARRETTO, Secretary.
Hongkong, 29th July, 1890.

THE SHAMEEN HOTEL
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

C. BOND, Manager.
Hongkong, 14th July, 1890.

Hotels.

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlor, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathroom and Verandah to each.

The Table D'Hôte is unexcelled.

The Hotel Launch runs regularly to and from Pender's Wharf and the Hotel Price of Charge; by time table see Bills.

ANDREW FOSTER, Manager.
Hongkong, 13th August, 1890.

THE BOA VISTA.
BISHOP'S BAY, MACAO.

THIS Hotel, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Large, Cold, Shower and Sea Water Baths, Hot and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS, Proprietress.
Hongkong, 14th August, 1890.

"FLINTSHIRE."
Captain Dwyer, will be despatched as above, on SATURDAY, the 23rd inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Halifax, 14th August, 1890.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA, VIA INLAND SEA.

The Steamship

"FLINTSHIRE."
Captain Dwyer, will be despatched as above, on SATURDAY, the 23rd inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Halifax, 14th August, 1890.

"NAHOMA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

"FOKJEN."
Captain Lewis, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

The Company's Steamship

"NAMOA."
Captain Pocock, will be despatched for the above Ports, on WEDNESDAY, the 26th inst., at 11 A.M., instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 18th August, 1890.

To-day's Advertisements.

SOCIETE FRANCAISE DES CHARRBONNAGES DU TONKIN.
CAPITAL 4 MILLION FRANCS.

AN EXTRAORDINARY MEETING will take place at Hongkong, on the 3rd September, 1890, at the Registered Office, in Victoria Building, at noon, 12 o'clock.

ORDERS OF THE DAY.

- 1.—Issue of 6,000 Debenture Bonds of 100 Haiphong Dollars each.
- 2.—Authorization of hypothecating the property of the Society.
- 3.—Modification of the Articles of Association, Owners of at least 20 Shares to be present in order to have the right to attend the above meeting; shall have to deposit them at the Company's Office, not later than the 1st of August, and will receive in exchange a card of admission.

By Order of the Board,
C. GEORG, Secretary.
Hongkong, 18th August, 1890.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"MONGKUT."
1,354 Tons Register, Captain Anderson, will be despatched for VANCOUVER, B.C., VICTORIA, B.C. and PORTLAND, O., via INLAND SEA, KOBE, and YOKOHAMA, on TUESDAY, the 19th August, at NOON.

To be followed by the S.S. "BATAVIA" 4th Sept. and "STRAITS OF BELLE ISLE" 18th September.

Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$210.00
To Montreal, New York, &c. 790.00
To Liverpool 315.00
To London 330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Ports in the United States should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 18th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For Information as to Passage or Freight apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 18th August 1890.

THE BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Victoria, in the Colony of Hongkong, at 3 o'clock p.m., on THURSDAY, the 21st day of August next, for the purpose of considering, and, if approved, of passing the following Special Resolutions.

- 1.—That the Capital of The Balmoral Gold Mining Company, Limited, be increased from \$150,000 to \$180,000 by the creation of Three Thousand New Shares of \$10 each, to be fully paid up.
- 2.—That the said New Shares be, in the first instance, allotted to those Shareholders whose names shall appear on the Register of Shareholders of the said Company on 1st day of September next, and who shall on or before the 15th day of September next, apply for the same to be allotted to them, in the proportion of one New Share for every five Old Shares held by them, but that no Shareholder shall be entitled to claim that any fractional part of any New Share be allotted to him.
- 3.—That all New Shares not applied for by such Shareholders within the time aforesaid be disposed of and allotted by the Directors in such manner as they shall think fit.

K. A. STEVENS, Secretary.
Hongkong, 6th August, 1890.

NOTICE OF 4TH CALL.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAPLIC." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.

Hongkong, 13th August, 1890.

MUGUL LINE.

NOTICE TO CONSIGNEES.

S.S. "THORNDAL," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES OF Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 19th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

ADAMSON, BELL & Co., Agents.

Hongkong, 13th August, 1890.

[1136]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBRO' AND SINGAPORE.

THE Steamship "TETARTOS," Captain W. Breitung, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected. All claims against the steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 12th August, 1890.

[1169]

Insurances.

THREE IMPORTANT FACTS

ABOUT THE STANDARD LIFE OFFICE.

- 1.—HALF A MILLION STERLING per annum is being paid in Death claims year by year.
- 2.—THE FUNDS IN HAND amount to upwards of Seven Million pounds Sterling and have increased 50 per cent. in the last 15 years.
- 3.—THE LIVES who die are annually replaced by more than double the number of new carefully selected lives.

ADAMSON, BELL & Co., Agents, Hongkong.

982-3]

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1889.

[56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 1st July, 1889.

[57]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1889.

[217]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000; \$833,333-33

EQUAL TO.....\$318,000-00

RESERVE FUND.....\$318,000-00

BOARD OF DIRECTORS. LEE SING, Esq. LO YUEN MOON, Esq. LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1889.

[209]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. Sole Agents for Louis Andemans' Watches; awarded the highest Prizes at every Exhibition; and for Veilgander and Soler's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES. No. 3, Queen's Road Central.

[1913]

Notices of Firms.

NOTICE.

DURING my temporary absence from the Colony, Mr. J. W. CROKER is appointed Acting MANAGER for Geo. Fenwick & Co., Ltd. GEO. FENWICK, General Manager.

Hongkong, 2nd July, 1890.

[1993]

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-yearly MEETING of the Company, No. 14, Praya Central, on MONDAY, the 25th August, at THREE P.M., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to the 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 25th August, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, 5th August, 1890.

[1140]

SIEN TING,

SURGEON DENTIST,

No. 10, DAGUIAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 7th March, 1890.

[187]

CAPTAIN GEORGE TAYLOR,

INLAND SEA and JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 8th April, 1890.

[171]

KUHN & CO.,

JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890.

[1072]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS to the HONGKONG TELEPHONE EXCHANGE.

8.—Arnhold, Karberg & Co.

26.—Alice Memorial Hospital.

21.—Adamson, Bell & Co.

18.—Butterfield and Swire.

3.—Brodie, Wm., Residence.

46.—Bellios & Co.

47.—Dr. E. R., Kingsclere.

48.—Dr. E. R., The Eyre.

1.—Hartigan, Dr. Wm., Queen's Road.

2.—Candle, Dr. J., Queen's Road.

3.—Candle, Dr. Alex., Queen's Road.

6.—C. & J., Telephone Co., Ltd.

10.—Chater and Vernon.

11.—Central Police Station.

12.—"China Mail."

30.—C. Borneo Co., Ltd., S. S. M., Bowrington.

49.—Carlowitz & Co.

15.—Cowie, Dr. Alex.

12.—"Daily Press."

17.—Douglas Laprak & Co.

65.—Datin Bros. of China, Ltd.

1.—E. A. and China Telephone Co., Ltd.

66.—Ezra, N. N. J., Residence.

79.—Ezekiel & Joseph.

4.—Foster, F. T. P., Residence.

14.—Great Northern Telegraph Co.

31.—Gibb, Livingston & Co.

44.—Government House.

75.—Gordon & Co., A. G., Praya Central.

76.—Do, Bowrington.

80.—Government Civil Hospital.

20.—Hongkong and Whampoa Dock Co., Ltd.

25.—H. & W., Black Aberdeen.

28.—Holliday, Wise & Co.

32.—The Hongkong Hotel, Public Telephone.

33.—Hancock, W. St. John H., C.E.

45.—Hughes & Esra.

64.—Holmes & Roddy.

67.—Hughes, E. J., Residence.

68.—Hirst, Chas., do.

74.—H. L. I. & Agency Co., Ltd.

77.—Ho Tung, Praya Central.

78.—Do, Bonham Strand.

81.—H. & K. W. & Godown Co., Ltd.

23.—Jordan, Dr. G. P., Pedder's Street.

43.—Jordan, Dr. G. P., Residence.

53.—The Imports and Exports Office.

59.—Judd, Wm., Peak.

71.—Jardine, Matheson & Co.

72.—Do, Sugar Refinery.

5.—Linstead & Davis.

39.—Mackintosh, E., Residence.

73.—Milla, Marly & Miljans.

19.—P. & O. S. N. Co.

29.—Peak Hotel & Trading Co., Craigieburn.

13.—Russell & Co.

51.—Ray, E.C.

52.—Sailors' Home.

59.—Soy Sing.

61.—Stevens & Co., Geo. R.

62.—Do, Residence.

60.—Stollerfoht & Hirst.

1.—"Hongkong Telegraph" Office.

5.—Hongkong and Shanghai Bank.

56.—Victoria Hotel, Public Telephone.

16.—Watson & Co., A. S. Ld.

The Exchange is open day and night.

A. SANDFORD, Agent.

Hongkong, 10th July, 1890.

[189]

SCOTT'S

EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and without any time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANEMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WANTING DISORDERS OF CHILDREN OF ANY AGE.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong: Messrs. A. S. WATSON & Co. (LIMITED).

Kowloon, 11th December, 1889.

[1913]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Glenfinlas	London	August 19th	Jardine, Matheson & Co.
Gwalior	Bombay	August 22nd	P. & O. S. N. Co.
Flintshire	Bombay	August 22nd	Adamson, Bell & Co.
Batavia	San Francisco	August 23rd	Adamson, Bell & Co.
China	Bombay	August 24th	Pacific Mail S. S. Co.
Canton	Bombay	September 1st	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Oriental	P. & O. S. N. Co.	Aug. 21st, at noon.
London, via Suez Canal	Palinurus	Butterfield & Swire	Aug. 20th.
London, via Suez Canal	Peking	Arnhold, Karberg & Co.	To-morrow, at noon.
Manzilles, via Saigon, &c.	Dienmah	Messageries Maritimes	Aug. 28th, at noon.
Bremen and Ports of Call.	Preussen	Melchers & Co.	Aug. 27th, at 4 p.m.
New York, via Suez Canal	Bentley	Gibb, Livingston & Co.	Quick despatch.
San Francisco, via Y. &c.	Glenaeles	Jardine, Matheson & Co.	About August 28th.
San Francisco, via Y. &c.	City of Rio de Janeiro	Pacific Mail S. S. Co.	Aug. 22nd, at 1 p.m.
San Francisco, via Y. &c.	Gaelic	O. & O. S. S. Co.	Aug. 23rd, at 1 p.m.
Vancouver, B.C., via I. &c.	Mongkut	Adamson, Bell & Co.	To-morrow, at noon.
New Zealand	Kwelyang	Butterfield & Swire	About Aug. 20th.
Port Darwin, &c.	Lombardy	P. & O. S. N. Co.	Aug. 22nd, at noon.
Singapore, Batavia, &c.	Avonchic	Jardine, Matheson & Co.	To-morrow, at 4 p.m.
Volckama, via Nag., &c.	Avonchic	P. & O. S. N. Co.	Aug. 22nd, daylight.
Nagasaki, Kobe, &c.	Flintshire	Adamson, Bell & Co.	Aug. 23rd.
Nagasaki and Kobe	Pathan	Adamson, Bell & Co.	To-morrow, at noon.
Coast Ports	Namoa	Douglas Laprak & Co.	To-morrow, at 11 a.m.
Swallow	Fidelio	Melchers & Co.	Aug. 21st, at 10 a.m.

Intimations.

INTIMATION.

J. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS,

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS

for

RAHTJEN'S

GENUINE

COMPOSITION

FOR

THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manu-

factured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST

ROTTING, DECAY, &c., OF WOOD.

SAPOLIO.

ENOCH MORGAN'S SON'S

SAPOLIO

FOR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.

MAX HAASEN'S FRANKFURT ON M.

CONSERVED MEATS,

VEGETABLES AND FRUIT.

CEMENT from the celebrated Factory of Hen-

sington, Mass.

SWEDESH TAR and OREGON PINE

LUMBER.

FLENSBURG STOCKBEER,

ENGINEERS' AND BLACKSMITHS'

MACHINERY AND TOOLS.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE

Hongkong, 26th June, 1889.

[130]

NOTICE.

JAYE'S SANITARY COMPOUNDS

COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR

ANTISEPTIC PAINT.

THE Undersigned have this day been

appointed SOLE AGENTS for the sale

of these PERFECT DISINFECTANTS, and

are prepared to supply quantities to suit

purchasers, at Wholesale Prices. Extra Special

terms for Shipping and large Orders.

SIR ROBERT RAWLINSON, C.B., C.E., Chief

Sanitary Engineer, Local Government Board,

London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 10th June, 1889.

[19]

HONGKONG HIGH LEVEL TRAM-

WAYS COMPANY, LTD.

SUMMER TIME-TABLE.

To take effect from 1st May.

THE CARS RUN between St. John's Place

and Victoria Gap as follows:

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.4